

# The Hongkong Telegraph.

No. 2956

MONDAY, SEPTEMBER 28, 1891.

SIX DOLLARS  
PER QUARTER

## Banks.

**THE NEW ORIENTAL BANK CORPORATION, LIMITED.**  
AUTHORISED CAPITAL £5,000,000.  
PAID-UP CAPITAL £1,500,000.  
— LONDON:—  
Head Office: 40, Threadneedle Street.  
West End Office: 25, Cockspur Street.  
BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.  
THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, Issues Letters of CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.  
INTEREST ALLOWED ON DEPOSITS:  
Fixed for 12 months, 4½ per Cent. per Annum.  
ON CURRENT DEPOSIT ACCOUNTS 3 per Cent. per Annum on the Daily Balance.  
E. W. RUTTER, Manager. [1210]

**THE NATIONAL BANK OF CHINA, LIMITED.**  
Authorised Capital £1,000,000.  
Subscribed Capital £500,000.  
Head Office:—Hongkong.  
Court of Directors:  
D. Gillies, Esq. | Chow Tung Shing, Esq.  
Chan Kit Shan, Esq. | W. Wotton, Esq.  
C. J. Hirst, Esq. | Quan Hoi Chuen, Esq.  
A. B. McKean, Acting Chief Manager.  
ADVISORY COMMITTEE IN LONDON.  
THOMAS CARMICHAEL, Esq.—Messrs. Dent, Palmer & Co.  
JOHN BUTTERTY, Esq.—Messrs. John Buttery & Co.  
C. B. STUART-WORTLEY, Esq., M.P., for Hallow.  
G. W. F. PLAYFAIR, Manager.  
ADVISORY COMMITTEE, SHANGHAI.  
Hui Fu Yuen, Esq. | Lin Wan King, Esq.  
Ma Kie Tchang, Esq. | Chu Ming Shing, Esq.  
Tong Kwei Sung, Esq.  
J. D. THORNBURN, Manager pro tem.  
THE Head Office now receives Money on deposit and makes advances on Goods in neutral Godowns, and upon other securities, on terms to be had on application.  
Hongkong, 27th August, 1891. [1216]

## Amusements.

## Amusements.

**THEATRE ROYAL, CITY HALL, HONGKONG.**  
**THE WILLARD OPERA COMPANY**  
WILL RE-OPEN FOR A SHORT SEASON, on SATURDAY, the 3rd October, In the Great Farical Comedy, DR. BILL, as played at the Avenue Theatre, London with such enormous success.  
PRICES.  
Dress Circle and Central Stalls...\$3.00  
Stalls...2.00  
Back Seats...1.00  
Military and Navy half-price to back Seats only.  
Doors open at 8.30, to commence at 9 p.m.  
Box Plan now open at Messrs. KELLY & WALSH'S LIMITED.  
1 Hongkong, 28th September, 1891. [1244]

## Notices of Firms.

**NOTICE.**  
**THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.**  
I HAVE this day handed over the MANAGEMENT of the above Company to Mr. W. STUART HARRISON.  
A. SANDFORD.  
Hongkong, 26th September, 1891. [1256]

**NOTICE.**  
THE Undersigned have been appointed SOLE AGENTS for Hongkong and China for the KINNEY BROS. New York branch of the American Tobacco (Trust) Company's well-known brands of "SWEET CAPORAL," "STRAIGHT CUT," "FULL DRESS," &c., &c. CIGARETTES and TOBACCOS.  
ARNHOLD, KARBURG & Co.  
Hongkong, 17th July, 1891. [1298]

## To be Let.

**TO LET.**  
SHOP in Pedder's Street, presently occupied by Mr. HARM.  
Also  
4 ROOMS on First Floor, suitable for offices.  
Apply to  
CRUICKSHANK & Co., Ltd.  
Hongkong, 24th August, 1891. [1235]

**TO LET,**  
WITH IMMEDIATE POSSESSION.  
THE FIRST FLOOR of No. 18, PRAYA CENTRAL, splendidly suited for SHIPPING OFFICES, having commanding view over the entire Harbour. Rent \$50 per month.  
Apply to the Manager,  
CARMICHAEL & Co., LIMITED,  
18, Praya Central.  
Hongkong, 30th July 1891. [1256]

**TO LET.**  
BAHAR LODGE, THE PEAK.  
R. B. LOT No. 59.  
THIS desirable residence with Gas laid on to be Let Furnished or Unfurnished.  
Apply to  
HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.  
Hongkong, 12th May, 1891. [1210]

**NOTICE.**  
**TO LET.**  
THE PREMISES No. 9, Praya Central, lately occupied by Messrs. RUSSELL & Co. The whole by flats, or single rooms suitable for Offices and Dwelling.  
Apply to  
E. D. SASSOON & Co.  
Hongkong, 26th June, 1891. [1291]

**THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.**  
**TO LET.**  
AT KOWLOON.  
A FEW HOUSES in KNOTSFORD TERRACE containing 3 Rooms each and Bath-rooms. Tennis Courts. Healthy situation. Cheap Rent.  
Apply to  
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.  
Hongkong, 6th August, 1891. [1280]

## Intimations.

**HONGKONG JOCKEY CLUB.**  
THE ANNUAL GENERAL MEETING of the above Club will be held in the CITY HALL, on FRIDAY, the 2nd October, proximo, at 4 p.m.  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 18th September, 1891. [1235]

**BOARD AND LODGING.**  
**VACANCIES for GENTLEMEN BOARDERS** at 79, Wyndham Street.  
Apply to  
MRS. SWANSTON.  
Hongkong, 10th September, 1891. [1229]

**THE HONGKONG HOTEL.**  
**SHOOTING-PARTIES, PICNICS, &c.**  
Tiffin, Dinner, &c., with all accessories, provided on short notice, with or without the Company's Steam Launch.  
TIFFIN.—The charge per month for Tiffin, served in the Table d'Hôte Room, is now FIFTEEN DOLLARS per head, under monthly arrangement made in advance.  
R. TUCKER,  
Manager.  
Hongkong Hotel,  
24th September, 1891. [1255]

## Intimations.

**W. POWELL & CO.**  
**HAVE RECEIVED THEIR FIRST SHIPMENTS OF AUTUMN DRESS MATERIALS.**  
**W. POWELL & CO.**  
Hongkong, 28th September, 1891. [126]

**CARMICHAEL & Co., LD.**  
WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS.  
GENERAL STOREKEEPERS AND COMMISSION AGENTS.  
SCIENTIFIC BOOKS—NAUTICAL, ENGINEERING, and ELECTRICAL.  
OUTFITTING—A select, but inexpensive Stock.  
SMOKERS' REQUISITES in great variety.  
AUSTRALIAN, NEW ZEALAND and CANADIAN DAIRY PRODUCE.  
**CARMICHAEL & Co., LTD.**  
18, Praya Central, Hongkong.  
Hongkong, 28th August, 1891. [1168]

**ROBERT LANG & CO.**  
**NEW HATS.**  
BLACK, GREY AND BROWN FELTS  
SINGLE TERAI HATS  
(ALL SHADES).  
STRAW AND PITH HATS.  
Hongkong, 5th June, 1891. [1236]

**MOUTRIE, ROBINSON & CO.**  
(From 7, Broadwood & Sons and Collard & Collard).  
THE PIANO, ORGAN AND MUSIC WAREHOUSE,  
UNDER HONGKONG HOTEL,  
and at London, Shanghai, Kobe and Yokohama.  
**PIANOS** SPECIALLY MADE FOR THIS CLIMATE AND GUARANTEED.  
MONTHLY PAYMENTS OR HIRE.  
TUNING-REPAIRS.  
Instruments made equal to new. Large experience, all Machinery, trained men and Work guaranteed.  
16 YEARS extensive experience in China, and the only firm of trained and practical people devoting themselves entirely to the Music and Musical Instrument Trade.  
[780]

**CRUICKSHANK & Co., LD.**  
FAMILY AND DISPENSING CHEMISTS,  
AND  
Commission Agents.  
**KOLA WINE (VAN HARGAN).**  
TONIC, STIMULANT and RESTORATIVE unequalled as a Restorative of the Digestive Organs. It strengthens the Mental and Physical powers, and Stimulates the Circulatory and Nervous systems.  
DOSE—A Wine Glass Full with each Meal.  
**VINACOCA.**  
A Wine Glass Full taken on rising relieves any uneasiness in the stomach, and flatulency.  
Hongkong, 26th September, 1891. [127]

**W. BREWER**  
**JUST RECEIVED**  
GENTS RUSSIAN LEATHER BOOTS, in all sizes.  
GENTS RUSSIAN LEATHER SHOES.  
SOLID SOLED TENNIS SHOES.  
MOROCCO LEATHER SLIPPERS.  
DANCING PUMPS, New Style with Silk tops.  
**W. BREWER,**  
UNDER HONGKONG HOTEL.  
Hongkong, 15th September, 1891. [1259]

**LANE, CRAWFORD & Co.**  
IMPORTERS OF  
**GROCERIES AND PROVISIONS**  
Packed by CROSSE BLACKWELL & Co., Phillips and Canada and other 1st class packers.  
A FULL STOCK OF FRESH STORES ALWAYS ON HAND.  
A REVISED PRICE LIST will be issued on October 1st, 1891, attention is called to this NEW SCALE OF PRICES.  
Priced Lists and Pass-books sent, post free, to any address.  
**LANE, CRAWFORD & Co.**  
Hongkong, 26th September, 1891. [1239]

**KELLY & WALSH, LD.**  
CHEAP SENSATIONAL AND POPULAR STORIES.  
A PRIVATE DETECTIVE—Detective J. D. Shea.  
\$5,000 Reward—A. F. Pinkerton.  
File 111—Emile Gaboriau.  
Joseph Prickett, The Scotland Yard Detective.  
by Inspector Murray.  
One-Handed Burglar—Lieut. E. Laughlin.  
The Stolen Will—Myron Pinkerton.  
The Mail Robber—James E. Stewart.  
Drake Darrell, The Railroad Detective—A. F. Pinkerton.  
A Sharp Night's Work—J. Franklin Fitts.  
The Whitechapel Murders—A. F. Pinkerton.  
A Life for a Life—do.  
The Runaway Wife—Capt. Simon O'Donnell.  
The Criminal Queen—Ernest A. Young.  
The Detective's Dilemma—Emile Gaboriau.  
Lick by Lick—Nathan D. Unger.  
Detective against Detective—Morris Redwing.  
Fred. Bennett, The Mormon Detective—V. S. Marshall Bennett.  
The forged check—F. Gardner.  
The Great Crime—Mystery.  
The severed head—F. Du Boisgobey.  
Tracked to Death—Morris Redwing.  
The Icepond Mystery—Lieut. Joseph Kipling.  
The Stolen Laces—Denise Shumova.  
The Conquerors—Ronald Rivers.  
Marked for life—A. F. Pinkerton.  
A Daring horse Thief—Patrick Ryan.  
Saved at the Scaffold—A. F. Pinkerton.  
The Scarlet Handkerchief—Le Jemly.  
Jim Cumming—Frank Pinkerton.  
A Woman's Revenge—Myron Pinkerton.  
Vicar Charles Kipling.  
Westward Ho—do.  
The Great Trunk Tragedy—Morris Redwing.  
Falsely Accused—do.  
The Robber King—Patrick D. Tyron.  
Peck's Sunshine—George W. Peck.  
Wit, Humor and Pathos—Ell Perkins.  
In the heart of the Storm—Maxwell Gray.  
The tale of Chloe—George Meredith.  
American Notes—Rudyard Kipling.  
A Social Departure—Suzanne Jannette Duncan.  
An American Girl in London—do.  
Eric Brighteyes—Rider Haggard.  
The light that failed—Rudyard Kipling.  
Plain tales from the hills—do.  
Tourmaline's Time Cheques—F. Anstey.

## Intimations.

**SELAMA TIN MINING COMPANY, LIMITED.**  
**NOTICE TO SHAREHOLDERS.**  
THE Second Ordinary General MEETING of SHAREHOLDERS will be held in the Office of the Company's Room No. 6, Connaught House, on SATURDAY, the 10th October, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 30th June, 1891.  
The TRANSFER BOOKS of the Company will be CLOSED from the 27th September to 10th October, both days inclusive.  
By Order of the Board of Directors,  
W. HUTTON POTTS,  
Secretary.  
Hongkong, 22nd September, 1891. [1241]

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**  
**NOTICE TO SHAREHOLDERS.**  
NOTICE is hereby given that the Eighteenth Ordinary Yearly MEETING of the SHAREHOLDERS of the Society will be held at its Head Office, Hongkong, on SATURDAY, the 10th October next, at Noon, for the purpose of receiving the Report of the Directors, together with Statements of Accounts for the year 1890, and for the half year ending 30th June, 1891.  
The TRANSFER BOOKS of the Society will be CLOSED from 1st to 10th October, both days inclusive.  
By Order of the Board,  
W. J. SAUNDERS,  
Acting Secretary.  
Hongkong, 25th September, 1891. [1250]

**VICTORIA EMPORIUM,**  
6 & 8, LYNCHBURST TERRACE.  
HUMBER SAFETY BICYCLES.  
HART-CYCLE SAFETY BICYCLES.  
RUDGE SAFETY BICYCLES.  
MACHINES of all sizes, fitted with all the latest improvements.  
Hongkong, 25th September, 1891. [1252]

**A. S. WATSON & Co., LIMITED.**  
**TO AERATED WATER MANUFACTURERS AND OTHERS.**  
NOTICE is hereby given that all AERATED WATER BOTTLES and SYPHONS bearing the Company's Name and Trade Mark are its property solely, and that any Manufacturer using the same or any Person or Persons other than the Customers of the Firm found in possession of the same will be proceeded against as the law directs.  
A. H. MANCELL,  
Secretary.  
Hongkong, 18th August, 1891. [1252]

**HONGKONG RIFLE ASSOCIATION.**  
**NOTICE.**  
THE KOWLOON RANGES, being required by the men of the Navy, from 21st to 27th instant, inclusive, will not be available for practice during that period, except before 2 p.m. The weekly Competitions will be resumed on SATURDAY, the 3rd prox.  
J. ANDERSON,  
Acting Hon. Secretary,  
H.K.R.A.  
Hongkong, 21st September, 1891. [126]

**FIVE HUNDRED DOLLARS REWARD.**  
A REWARD of \$500 will be paid to any person supplying information that will lead to the discovery and identification of a Chinese girl named LI AFAT, who, in or about the month of September, 1888, was resident at St. Francis Street, Wanchai, in the house of JOHN MINHINNETT, an overseer in the Hongkong Public Works Department, under the protection of a Chinese kept woman named WONG AH NGAN.  
LI AFAT is about 20 years of age, and according to a declaration made by WONG AH NGAN at the Magistrate's office was retained to her mother about three years ago—presumably to some village in the Kwangtung Province, where it is stated she died a short time afterwards.  
On the other hand, JOHN MINHINNETT deposed on oath in the Supreme Court that LI AFAT was sold by WONG AH NGAN and that he was present in his own house when the purchase money was paid; and it has since been reported that the girl was taken to Singapore for immoral purposes.  
A Reward of \$500 will be paid to any person who shall produce reliable evidence showing that LI AFAT was returned to her mother, in or about September, 1888, and afterwards died as alleged.  
Apply to  
THE EDITOR,  
The Hongkong Telegraph.  
Hongkong, 29th August 1891. [1166]

**DENTISTRY.**  
**FIRST CLASS WORKMANSHIP AND MODERATE FEES.**  
**MR. WONG TAI FONG,**  
Surgeon Dentist,  
(Formerly entitled Apprentice, and latterly assistant to Dr. ROGERS),  
HAS REMOVED  
TO  
THE BANK BUILDINGS,  
QUEEN'S ROAD,  
(above Messrs. Dakin Bros. of China, Ltd.).  
CONSULTATION FREE.  
Hongkong, 27th July, 1891. [1250]

**CARBOLINEUM AVENARIUS, (REGISTERED).**  
AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Walls, Ceilings, Wooden Ornamented Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' implements, Carts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground. Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks. White ants do not touch wood painted with Carbolineum Avenarius.  
Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.  
Sold in casks of about 450 lbs. net. Price 5 pence per lb.  
For further particulars apply to  
SCHEELE & Co.,  
Sole Agents,  
No. 16, Stanley Street,  
Hongkong, 2nd December, 1889. [1244]

## Shipping.

**STEAMERS.**  
**DOUGLAS STEAM-SHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY & FOOCHEW.  
THE Company's Steamship  
"HAITAN,"  
Captain S. Ashton, will be despatched for the above Ports TO-MORROW, the 29th instant, at Noon.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers,  
Hongkong, 26th September, 1891. [1255]

**EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.**  
FOR SYDNEY, MELBOURNE AND ADELAIDE.  
(Calling at Port Darwin, and QUEENSLAND Ports, and taking through Cargo to New Zealand, Tasmania, &c.)  
THE Steamship  
"AIRLIE,"  
Captain Ellis, will be despatched for the above Ports TO-MORROW, the 29th inst., at 4 p.m.  
This well-known steamer is specially fitted for passengers, and has large cooling Chambers, thus ensuring a supply of Fresh Meats, Milk, Ice, etc. throughout the voyage.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 25th September, 1891. [1254]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**  
FOR MANILA, VIA AMOY.  
THE Company's Steamship  
"ZAFIRO,"  
Captain Cobban, will be despatched for the above Ports TO-MORROW, the 29th instant, at 5 p.m.  
For Freight or Passage, apply to  
SHEWAN & Co.,  
General Managers,  
Hongkong, 26th September, 1891. [1254]

**"SHIRE" LINE OF STEAMERS.**  
FOR HAVRE, LONDON AND HAMBURG.  
THE Steamship  
"PFARBROCKSHIRE,"  
Captain Brown, will be despatched as above on or about WEDNESDAY, the 3rd inst.  
For Freight or Passage, apply to  
DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 19th September, 1891. [1253]

**STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.**  
(Passing through the INLAND SEA.)  
THE P. & O. S. N. Co.'s Steamship  
"VERONA,"  
Captain F. H. Seymour, will leave for the above places on FRIDAY, the 2nd October, at Noon.  
E. L. WOODIN,  
Superintendent.  
Hongkong, 21st September, 1891. [1253]

**FOR NEW YORK, VIA SUEZ-CANAL.**  
THE Steamship  
"GUY MANNERING,"  
Captain Ford, will sail for the above Ports on or about the 5th October.  
For Freight or Passage, apply to  
DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 24th September, 1891. [1253]

**Consignees.**  
"SHIRE" LINE OF STEAMERS.  
**NOTICE TO CONSIGNEES.**  
S.S. "CARMARTHENSIRE,"  
FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.  
CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.  
All claims against the steamer must be presented to the Underwriter on or before the 29th inst., or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 22nd September, 1891. [1251]

**Hotels.**  
**THE SHAMEN HOTEL.**  
BRITISH CONCESSION, CANTON.  
THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.  
The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.  
The Table d'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.  
Wines, Spirits, Malt Liquors, etc., of the best quality only.  
A WELL APPOINTED BILLIARD ROOM.  
A. F. DOZARIO,  
Manager.  
Hongkong, 1st September, 1891. [1218]

## Masonic.

**ZETLAND LODGE,**  
No. 535.  
A REGULAR MEETING of the above named Lodge will be held in the FRANKS-SMITH HALL, Zealand Street, on THURSDAY next, the 1st October, at 8.30 p.m. precisely. Visiting Brethren are cordially invited.  
Hongkong, 24th September, 1891. [1245]

**DELIGENTIA LODGE**  
OF INSTRUCTION.  
THE FIRST REGULAR MEETING of the Season of the above LODGE will be held in FRANKS-SMITH HALL, Zealand Street, on TUESDAY, the 2nd October, at 8.30 p.m. precisely. Visiting Brethren are cordially invited.  
Hongkong, 22nd September, 1891. [1246]







Germans and other foreigners who flourish and fatten under the shadow and protection of the British flag take note!

However, as for stopping the *Telegraph*, if the figures which I have got from a certain marine institution here are correct, I fancy your paper could "live" on the water and soil, so our "guests" will have a pretty steep job of it.

With an assurance of continuous regard and support so long as the *Telegraph* is run upon its existing lines, I am,

Yours faithfully,  
A BRITISH SAILOR.

Hongkong, 28th September, 1891.

[Brow] "British Sailors" you are one of the people we write for. As regards the allusion upon whom you are so hard, they are welcome to do their utmost. We have named our column to the mast, our powder is dry, and we have a sure trust in ourselves.—E.H.K.T.]

#### TEA

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The readers of Dr. Bedloe's interesting letter on tea, which appeared in the *Hongkong Telegraph*, will find certain statements which might be misleading, though much of the information volunteered is only too true. The present writer, a tea and coffee planter of ten years' experience, knows well that it is a fact that tea unfit for use is shipped from China to America. But the fault lies with the Chinese consumer, not with the planter. The Chinese consumer, by refusing to pay for a good tea, or to go deeper in the matter, lures with the Government for allowing inferior tea to be imported. The Chinese tea trade among the lower end, I regret to say, even among the middle and intelligent classes, is demoralized by the "present" or "gift" system referred to by Dr. Bedloe, and this also ought to be stopped by legislation. Tea as an article of diet, ought to be prepared, bought, and sold intelligently; not adulterated to sell, sold, adulterated, and bought in the glare of electric lights, fancy glassware, dinner sets or silver spoons.

Green teas ought to be avoided as impure. No tea can look green and be pure. Place any green leaf on the stove in your kitchen. Does it remain green? Of course not; and to keep its color artificial coloring matter must be rubbed into the leaf after rolling. Moral: Drink black tea, or at least, try and educate yourself to do so. It is useless to quote in full all the appeals made to the Government to stop the importation of teas "too vile to drink." Dr. Bedloe's predecessor sent a dispatch to the Secretary of State in July, 1889, calling attention to the inferior quality of much of the Amoy Oolong tea exported to the United States and advocating protection for the American public.

Allowing, however, that much, very much, of the China tea imported is below the standard of good tea, Dr. Bedloe can scarcely speak with authority when he says there is no fine tea in America. There are not a few gentlemen in this city in old established tea houses who must consider this statement just a little rash. Good houses import "fine teas," which are sold at such prices as Dr. Bedloe quotes, and I have no doubt they are all very well pleased to sell nothing else if the American people would pay for quality and drink "fine" tea. So much for China tea. Now for the "British." The bold Briton permits patriotism and his purse to guide his palate and uses the vicious vitriolic horrors of Ceylon and India.

Dr. Bedloe says "Formosa produces the best tea in the world." Formosa Oolong at \$50 per pound reigns supreme with him, while Ceylon "vitriol," lately sold at \$125 per pound in the London market, is the memory of a departed taste. And this brings me to the history of Ceylon as a tea-growing country.

When I first went to Ceylon in July, 1876, a few acres of tea might have been found and pointed out as a curiosity. It was then of no value. Looking from my verandah in Dimboola I could view a "sea" of coffee, green, healthy-looking and bearing one of the heaviest crops known. To-day, from the same spot, not a coffee bush can be seen, but only tea. A deadly fungus, attacking the coffee leaf and causing it to drop off, has effected this change. Old King Coffee has gone and tea reigns in its stead. The old coffee bush has become the tea factory; the bagful of ripe red "cherry" coffee is seen no longer; the basketful of green tea leaf has taken its place.

No sooner was it known that coffee was doomed than the Ceylon planter put his shoulder to the wheel and began to change the face of the country and to alter its staple from coffee to tea. This resulted in the most astounding success in the annals of "extensive" cultivation.

Tea is a shrub indigenous to India—not imported from China. It is planted out on the estate generally as a small nursery plant in line and at measured distance from its neighbors. It grows at any elevation, but quicker at a low elevation. I have known tea grow higher in one year than I could reach at a low elevation, while in the high districts it would take two or three years to attain the height of, say, six feet. When fully matured it is pruned down to twenty inches, the result being a bush of young wood. This is what is wanted for "leaf," but to allow the bush an opportunity to give us a surface to pluck from it is left for a time. The leaf is then plucked, not from the sides, which increase the surface, but from the top. Two leaves and a half are used for manufacture, those lower down being considered too coarse.

In plucking, we have three grades of tea, viz. the terminal leaf bud, and the very small leaf, called "Flowery" or "Orange" Pekoe. Then comes the medium leaf, called "Pekoe" and lastly the largest and coarsest, called "Pekoe Souchong." All are plucked and put in the basket indiscriminately to be sifted out after manufacture.

Twice a day the baskets of tea-leaf are taken to the factory and spread out thinly on canvas to wither. It is, become soft and pliable.

The leaf thus spread out in the evening would be ready for rolling next day. It will be observed from the above illustration the withering takes place in the interior of the factory, not in the sun.

When sufficiently withered the leaf is let down through a funnel into the "roller," which has taken the place of the hands and feet of the great unwashed.

This machine consists of a receptacle for the leaf on which pressure is automatically applied. The rolling surfaces, which move at right angles to one another, but appear by a peculiar crank motion to be revolving, are made of wood, so that the tea leaf does not come in contact with any metal.

The tea when rolled is received in a trolley from the bottom of the machine and appears like cooked spinach and green. If fired immediately it would be a pure green tea and would in process of firing turn black. It is, however, laid thickly on a table or in drawers for a season to oxidize, and in an hour it will have commenced to turn from green to a bright brown color. This is a matter which requires careful attention, as over fermenting or under fermenting alters the flavor entirely. Only the practiced eye can decide, and it decides at a glance, when the tea is laid. When it is, then comes the firing. Several machines have been invented for this purpose, but I presume the siccoco is the one most commonly used. This is a machine which looks like a very large "T," and is known as the "T" siccoco. Along the top are trays upon which the leaf is spread thinly. Below is the furnace and hot air pipes heating. I remember right to about

280 degrees. Two coolies tend the machine—one at each end—and pass the trays through until it is black and crisp.

Now comes the classifying of the tea. Three grades have to be separated, and this is accomplished by sifting by hand or machinery, as the case may be. Through the finer sieves we get the fine Flowery Pekoe, next-size the Pekoe, and the large leaf remains, all being cleaned and dusted before packing.

This completes the process of manufacture. There has been no adulteration of any kind, and all the operations have been performed in a factory so clean that one might almost eat his dinner off the well cemented floor. No smoking is allowed, nor is anything permitted which could possibly contaminate the precious leaf.

Therefore, in spite of Dr. Bedloe's denunciation of Ceylon and Indian teas (the latter being equally carefully cured), does not the clean process of curing under European supervision commend itself over the Chinese method? It certainly has commended itself in English eyes, as statistics show. In 1873 the exportation of tea from Ceylon was 25,000 pounds; this year the estimate is 61,000,000 pounds, while the consumption of China tea in England fell from 125,000,000 pounds in 1879 to 61,000,000 pounds in 1889.

Such an alteration in trade has so alarmed the Chinese that fully five years ago the Chamber of Commerce at Shanghai sent a commission to Ceylon and India to investigate. The commissioners returned with the warning that if China did not send better and purer teas from her shores and open her gates to the foreigner, with his machinery, she must eventually lose her export trade. It is to be hoped that China and Japan will one day tear down these walls of conservatism and open their gates to scientific and modern appliances for the cultivation and preparation of tea. Their export trade is even now in extremities.

J. MCCOMBIE MURRAY.

Colombo, Ceylon, September 5th, 1891.

#### TIENSIN.

(FROM OUR CORRESPONDENT.)

Tientsin, September 18th.

Since the *Ginkai Maru* blocked up the river in the Tientsin reach not a single steamer has reached the Bund. The *Wanchow* and the *Poochi* were the last, and many have thought that we should not have any more steamers up this season (the *Wanchow* reached the Bund to-day and took her old place abreast of the E-wa hong. She leaves us to-morrow for Shanghai. Our energetic harbour master, Mr. Kingsley, has now two rakas at work in the Tientsin Bend, to clear away the silt, and this is the reason I expect that the *Wanchow* will be able to get up to the Bund. To-day there were 114 feet on the Taku Bar at high water.

Mr. Ma Kie-choeng and his brother are staying at the Kaping Mining Depot.

Mr. Tong King-sing has arrived here, and is also staying at the Coal Depot. His health has so much improved that I hear, he has given up the idea of going to Japan.

Mr. Choi E-chi is superintending the Jehol Silver Mines, and we hear very favourable reports from there.

The locust plague is over, and I am glad to say that there is very little damage done to the crops. I hear from the cotton growing districts that there is a likelihood of a good crop.—*Shanghai Mercury*.

#### NEWCHANG.

(FROM OUR OWN CORRESPONDENT.)

September 17th, 1891.

There is a fear that the Tartar General, or a mandarin nearly equal to him in power, was an accessory before the fact, if he did not actually order the attack on Dr. Greig, near Kirin. In any case the officer in charge of the *yamen* kept the Doctor prisoner for four days, and this proceeding shows either ignorance of the treaty, or the greatest contempt for it, and for the passport which was exhibited. Say for argument's sake that the foreigner was guilty of a crime, it must be perfectly well known by the officials generally that he has to be delivered to his Consul for trial and punishment if necessary. If this part of the treaty be ignored, the life and liberty of a foreigner cannot be safe, and it will be of vital importance for the Ministers at Peking to enquire carefully into all the facts of the case. It is very pleasant to learn that Dr. Greig does not claim an indemnity in money for the great injuries he received, and the anxiety to his wife and himself, not to mention the indignities he had to submit to, and in the infidelity of which Chinese are so proficient, when any one is powerless to retaliate. He thinks the Government should grant site for his hospital and make an ample apology for the life and liberty of a foreigner cannot be safe, and it will be of vital importance for the Ministers at Peking to enquire carefully into all the facts of the case. It is very pleasant to learn that Dr. Greig does not claim an indemnity in money for the great injuries he received, and the anxiety to his wife and himself, not to mention the indignities he had to submit to, and in the infidelity of which Chinese are so proficient, when any one is powerless to retaliate. 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## Commercial.

**LATEST QUOTATIONS.**  
 Hongkong and Shanghai Bank—172 per cent.  
 Union Insurance Society of Canton—\$95 per share, buyers.  
 China Traders' Insurance Company—\$66 per share, sellers.  
 North China Insurance—Tls. 355 per share, sellers.  
 Canton Insurance Company, Limited—\$107 per share, sellers.  
 Yangtze Insurance Association—Tls. 70 buyers.  
 On Tai Insurance Company, Limited—Tls. 150 per share.  
 Hongkong Fire Insurance Company—\$378 per share, sellers.  
 China Fire Insurance Company—\$87 per share, sales and buyers.  
 Hongkong and Whampoa Dock Company—\$82 per cent. discount, sales and buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$33 per share, sales and buyers.  
 China and Manila Steam Ship Company—60 per share, sellers.  
 Hongkong Gas Company—\$131 per share, sellers.  
 Hongkong Hotel Company—\$65 per share, buyers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.  
 Indo-China Steam Navigation Company, Limited—\$10 per share, discount, sales and buyers.  
 Douglas Steamship Company ex div.—\$38 per share, sellers.  
 China Sugar Refining Company, Limited—\$169 per share, buyers.  
 Luzon Sugar Refining Company, Limited—\$52 per share, sellers.  
 Hongkong Ice Company—\$86 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$75 per share, buyers.  
 Hongkong Dairy Farm Co., Limited—\$7 per share, sales and buyers.  
 A. S. Watson & Co., Limited—\$198 per share, ex div., sales and buyers.  
 Chinese Imperial Loan of 1884—B—2 per cent. premium, sellers.  
 Chinese Imperial Loan of 1885—C—5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886—E—14 per cent. premium.  
 Hongkong Rope Manufacturing Company, Limited—\$104 per share, sellers.  
 The Hongkong Steam Laundry Co., Limited—\$45 per share, discount, sales and buyers.  
 Punjnee and Sindhia Ditta Samantia Mining Co.—\$31 per share, sales and buyers.  
 The Rauh Gold Mining Co., Limited—\$60 per share, buyers.  
 Imuri Mining Co., Limited—\$81 per share, sellers.  
 The Balmoral Gold Mining Co., Limited—\$4 per share, sellers.  
 Hongkong and Kowloon Wharf and Godown Company—\$70 per share, sales and sellers.  
 Tongkoo Coal Mining Co.—\$305 per share, sales and buyers.  
 The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.  
 H. G. Brown & Co., Limited—\$48 per share, buyers.  
 Luckinbach & Co., Limited—\$45 per share, nominal.  
 The Steam Launch Co., Limited—nominal.  
 The Austin Arms and Building Company, Limited—\$10 per share, sellers.  
 The China-Borneo Co., Limited—\$10 per share, sales.  
 The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.  
 The Green Island Cement Co.—\$10 per share, sellers.  
 The Hongkong Land Investment Co., Limited—\$76 per share, sales and sellers.  
 The Hongkong Electric Light Co., Limited—\$41 per share, sellers.  
 Geo. Fenwick & Co., Limited—\$13 per share, sellers.  
 The West Point Buildings Co., Limited—\$26 per share, sellers.  
 The Peak Hotel and Trading Co., Limited—\$4 per share, sellers.  
 The Labuk Planting Co., Limited—\$10 per share, sellers.  
 The Joleby Mining and Trading Co., Limited—\$51 per share, sales.  
 The Selama Tin Mining Co., Limited—50 cents per share, sellers.  
 The Shamrock Hotel Co., Limited—nominal.  
 The Kowloon Land Investment Co., Limited—\$4 per share, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—\$151 per share, sales and buyers.  
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$337 per share, sales.  
 London and Pacific Petroleum Co., Ltd.—\$151 sellers.  
 The National Bank of China, Ltd.—45 per cent. dis., sales and buyers.  
 The National Bank of China, Ltd.—Founders' shares, \$180 per share, sales and buyers.

## EXCHANGE.

ON LONDON—Bank, T. T. 3/11  
 Bank Bills, on demand 3/11  
 Bank Bills, at 4 months' sight 3/10  
 Credits at 4 months' sight 3/10  
 Documentary Bills, at 4 months' sight 3/10  
 ON PARIS—  
 Bank, Bills, on demand 3/90  
 Credits, at 4 months' sight 3/108  
 On India, T. T. 3/108  
 On Demand 3/108  
 ON SHANGHAI—  
 Bank, T. T. 7/21  
 Private, to days' sight 7/21

## MAILS EXPECTED.

**THE GERMAN MAIL.**  
 The Norddeutscher Lloyd Co.'s steamer *Bayern*, with the German mail dated Berlin 1st instant, left Singapore on the 27th instant and may be expected here on the 2nd proximo.  
**THE AMERICAN MAIL.**  
 The P. & O. S. N. Co.'s steamer *City of Rio de Janeiro* left Yokohama on the 23rd instant and may be expected here on the 29th.  
**THE INDIAN MAIL.**  
 The steamer *Arratoon* from Calcutta, left Singapore on the 26th instant and may be expected here on the 2nd proximo.  
**THE CANADIAN MAIL.**  
 The Canadian Pacific Steamship Co.'s steamer *Empress of Japan*, with the next Canadian mail left Vancouver on the morning of the 10th instant for Yokohama, Shanghai and Hongkong, and is due here on the 2nd proximo.  
**STEAMERS EXPECTED.**  
 The China Shipping Mutual S. N. Co.'s steamer *Hampshire* from London and Liverpool, passed the Canal on the 21st ultimo and may be considered due at Penang on or about the 10th instant.  
 The P. & O. S. N. Co.'s steamer *Vernon* left Nagasaki on the 24th instant at 3 p.m., and is due here on the 28th.  
 The P. & O. S. N. Co.'s steamer *Tiberian*, from Bombay, left Singapore on the afternoon of the 25th instant and may be expected here on the 29th.

The Navigazione Generale Italiana steamer *Biagio*, from Bombay, left Singapore on the 24th instant and is expected here on the 1st proximo.  
 The Ben Line steamer *Bentley*, from Leth and London, left Singapore on the 24th instant and is due here on the 1st proximo.  
 The P. & O. S. N. Co.'s steamer *Lombardy* left Bombay on the 21st instant and is due here on the 8th proximo.

## Shipping.

**ARRIVALS.**  
 KAIOW, British steamer, 1,991 G. Castle, 27th Sept.—Liverpool 19th August, and Singapore 21st Sept., General—Arnold, Katberg & Co.  
 HATIAN, British steamer, 1,183 S. Ashton, 27th Sept.—Funchow 23rd Sept. Amoy, 24th, and Swatow 25th, General—D. Lapnik & Co.  
 PEMBROKESHIRE, British steamer, 1,772 T. H. Brown, 27th Sept.—Kutchinotzu 23rd Sept., General—Dodwell, Cayill & Co.  
 VORWARTS, German steamer, 612 L. Moller, 27th Sept.—Hollo 23rd Sept., Wood—Weller & Co.  
 CHANGSHA, British steamer, 1,463 J. E. Williams, 28th Sept.—Sydney 9th Sept., Moreton Bay (Brisbane) 7th, Townsville 11th, Cooktown 12th, Thursday Island 14th, and Port Darwin 18th, Coal and Lead—Butterfield & Swire.  
 KAITONO, British steamer, 997, Clegg, 28th Sept.—Swatow 27th Sept., General—Butterfield & Swire.  
 GLENARTNEY, British steamer, 1,943 T. Durie, 28th Sept.—Shanghai, via Funchow, and Amoy 26th September, General—Jardine, Matheson & Co.  
 CANTON, British steamer, 1,110 T. Sellar, 28th Sept.—Shanghai 14th Sept., and Swatow 28th, General—Jardine, Matheson & Co.  
 TRIUMPH, German steamer, 674 J. Bruhn, 28th Sept.—Pakhol 26th Sept., and Hothow 27th General—Weller & Co.  
 SHERARD OSBORN, British steamer, 876 C. O. Madge, 28th Sept.—China Sea 27th Sept., Submarine Cable—E. E. Telegraph Co.  
 PRESTO, German steamer, 655 J. Jensen, 28th Sept.—Haliphong 29th Sept., and Hothow 27th, General—Stemmen & Co.  
 VERONA, British steamer, 1,876 F. H. Seymour, 28th Sept.—Yokohama 19th Sept., Malla and German steamer, 100, Fersen, 28th Sept.—Pakhol, and Hothow 27th Sept., General—Weller & Co.  
 EDENHALL, British steamer, 1,666 R. Humphrey, 28th Sept.—Kutchinotzu 22nd Sept., Coal—Mitsui Bussan Kaisha.  
**CLEARANCES AT THE HARBOUR OFFICE.**  
*Nahel*, Norwegian ship, for New York.  
*Phra Nang*, British steamer, for Bangkok.  
*Pembroke*, British steamer, for Singapore.  
*Zaffro*, British steamer, for Amoy.  
*Kaiow*, British steamer, for Shanghai.

**DEPARTURES.**  
 September 26, *Pligny*, British gunboat, for Macao.  
 September 26, *Amoy*, German str., for Amoy.  
 September 27, *Hatlong*, British steamer, for Swatow, &c.  
 September 27, *Emeralda*, British steamer, for Manila.  
 September 27, *Clara*, German steamer, for Hothow, &c.  
 September 27, *Guthrie*, British str., for Kobe.  
 September 27, *Fu-hing*, Chinese steamer, for Shanghai, &c.  
 September 27, *Stanford*, British bark, for Bangkok.  
 September 27, *Isabel*, Norwegian ship, for New York.  
 September 27, *Western Belle*, American bark, for Singapore.  
 September 28, *Lille*, British steamer, for Singapore.  
 September 28, *Swiss*, British str., for Moji, &c.

**PASSENGERS—ARRIVED.**  
 Per *Hatlong*, str., from Funchow, &c.—Mr. MacDonald, and 114 Chinese.  
 Per *Kaiow*, str., from Singapore, &c.—360 Chinese.  
 Per *Vorwarts*, str., from Hothow—Mr. E. F. Smith.  
 Per *Changsha*, str., from Sydney, &c.—Dr. and Mrs. Allan, Misses Tung, Worley, Bosello and maid, Fawcett, Menzies, Perry, Rev. Mackay, Messrs. Crow, Hicks, Berg, Askin, and 50 Chinese.  
 Per *Kaitono*, str., from Swatow—8 Chinese.  
 Per *Glenartney*, str., from Shanghai, &c.—250 Chinese.  
 Per *Canton*, str., from Shanghai, &c.—30 Chinese.  
 Per *Priso*, str., from Haliphong, &c.—100 Chinese.  
 Per *Vernon*, str., from Yokohama for Hongkong—Mrs. R. Jones, and Mr. S. E. Bliton.  
 From Kobe—Rev. and Mrs. J. Gillespie, Messrs. W. Kingston, R. D. Tait, T. E. Sanson, and Mr. Emayo. Total—From Nagasaki—1 Japanese lady, and 7 Chinese (steerage). From Yokohama for London—Miss Patridge, and Mrs. Walkinshaw. From Kobe—Dr. Ruse.  
 Per *Alaska*, str., from Pakhol, &c.—65 Chinese.

**DEPARTED.**  
 Per *Guthrie*, str., for Kobe—8 Europeans.  
 Per *Clara*, str., for Hothow, &c.—30 Chinese.  
 Per *Darwin*, str., from Hongkong for Singapore—Countess Scherren, Mr. and Mrs. Stenmont, Misses E. Schurmann, T. Schurmann, Baron von Loewenstein, Messrs. Schurmann, Ruchl, Fraustholz, Preuss, Ehler, Zeltner, A. W. Silva, Offermann, Schultz, and Verbaars.  
 For Colombo—Messrs. Wong Long and Ah Dang.  
 For Genoa—Mr. and Mrs. Haslop and child, Captain Handewadt, Captain Bendisen, Hothow and crew.  
 From Shanghai for Genoa—Mrs. von der Leithen and child, Mrs. Louise Marxall.  
 For Brindisi—Messrs. Siliakaki, Stack, Golmer, Schliemann, Balde, and Raldis.  
 From Nagasaki for Singapore—Mr. Greenhill.

The British steamship *Kaitono* reports that she left Swatow on the 27th instant. Had light north-easterly winds and fine clear weather.  
 The British steamship *Kaiow* reports that she left Liverpool on the 19th ultimo, and Singapore on the afternoon of the 21st. Had light north-easterly winds, with very fine weather throughout.  
 The British steamship *Glenartney* reports that she left Shanghai, via Funchow, and Amoy on the 26th instant. Had fine clear weather and smooth sea. On the 27th passed an American built sailing-vessel, name unknown, with topmasts all gone, 17 miles south-west of Lamma.

The British steamship *Changsha* reports that she left Sydney on the 9th instant, arrived at Moreton Bay (Brisbane) on the 7th, and left again the same day, arrived at Townsville on the 11th, arrived at Cooktown next day, arrived at Thursday Island on the 14th, and left the same day, arrived at Port Darwin on the 17th, and left on the 18th for Hongkong. Had light variable winds throughout.

The British steamship *Pembroke* reports that she left Kutchinotzu on the 23rd instant. Had moderate wind and fine weather.  
 The British steamship *Hatlong* reports that she left Funchow on the 23rd instant. Had strong north-east gale to Turnabout with heavy squalls; thence to Ockee strong variable winds with heavy squalls; thence to Dodd Island strong south to south-west gale with high confused sea and heavy squalls; thence to Amoy fine weather. Left Amoy on the 26th. Had light southerly air and fine weather with south-west gale. Left Swatow on the 26th. Had light breeze and fine weather throughout. In Funchow H.M.S. *Plover*, and the steamship *Glenartney*. In Swatow the steamships *Fook-ang*, *Canton*, and *Nankin*.

## Post Office.

**A MAIL WILL CLOSE.**  
 For Bangkok—Per *Phra Nang* to-morrow, the 29th instant, at 9.30 A.M.  
 For Samang and Sourabaya—Per *Cleora* to-morrow, the 29th instant, at 9.30 A.M.  
 For Shanghai—Per *Changsha* to-morrow, the 29th instant, at 9.30 A.M.  
 For Yokohama and Kobe—Per *Priso* to-morrow, the 29th instant, at 11.30 A.M.  
 For Shanghai—Per *Kaitono* to-morrow, the 29th instant, at 11.30 A.M.  
 For Singapore and the 29th instant, at 11.30 A.M.  
 For Swatow, Amoy, & Funchow—Per *Hatlong* to-morrow, the 29th instant, at 11.30 A.M.  
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne—Per *Attila* to-morrow, the 29th instant, at 11.30 A.M.  
 For Shanghai—Per *Yueniang* to-morrow, the 29th instant, at 3.30 P.M.  
 For Saigon—Per *Holstein* to-morrow, the 29th instant, at 4.30 P.M.  
 For Amoy and Manila—Per *Zaffro* to-morrow, the 29th instant, at 4.30 P.M.  
 For Hothow and Pakhol—Per *Triumph* to-morrow, the 29th instant, at 5.00 P.M.  
 For Singapore—Per *Ocean* on Wednesday, the 30th instant, at 9.30 A.M.  
 For Europe, &c., India via Bombay—Per *Cathay* on Thursday, the 1st October, at 11.00 A.M.  
 For Nagasaki, Kobe, and Yokohama—Per *Vernon* on Friday, the 2nd October, at 11.30 A.M.  
 For Singapore, Penang, and Calcutta—Per *Wingang* on Friday, the 2nd October, at 11.30 A.M.  
 For Europe, &c., Australia, India, via Madras, and Mauritius—Per *Sydney* on Wednesday, the 7th October, at 11.00 A.M.  
 For Yokohama, and San Francisco—Per *City of Rio de Janeiro* on Thursday, the 8th October, at 3.30 P.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 ACTIV, Danish steamer, 355, H. Hygom, 21st Sept.—Macao 21st Sept., General—Arnold & Katberg & Co.  
 AIDLE, British steamer, 1,492 W. Ellis, 24th Sept.—Kobe 18th Sept., General—Gibb, Livingston & Co.  
 AVONCH, British steamer, 1,055 T. Rowlin, 19th Sept.—Salgon 10th Sept., Rice—Weller & Co.  
 CHANG-CHOW, British steamer, 1,213, Fred Webb, 24th Sept.—Salgon 18th Sept., Rice—Bun Hin Chan.  
 CHING-PING, Chinese steamer, 324, H. Crowle, 24th Sept.—Canton 25th Sept., General—M. S. N. Co.  
 CICKRO, British steamer, 1,930, A. George, 18th Sept.—Salgon 24th Sept., Rice and Paddy—Arnold, Katberg & Co.  
 COLLINGHAM, British steamer, 1,540 G. W. Watson, 26th Sept.—Kutchinotzu 20th Sept.—Mitsui Bussan Kaisha.  
 FAME, British steamer, 117, Lieut. Wm. G. Comley, R.N.R.—Hongkong Government tender.  
 FRIEDG, German steamer, 1,400, F. Nagel, 25th Sept.—Singapore 16th Sept., General—Stemmen & Co.  
 GEMER, German steamer, 1,819, B. Blank, 25th Sept.—Yokohama 20th Sept., Malla and General—Malchers & Co.  
 HOLSTEIN, German steamer, 1,103, T. Bruhn, 21st Sept.—Salgon 16th Sept., Rice and Paddy—Tung Koo.  
 JOHANN, German steamer, 437, H. Bluge, 15th Sept.—Touren 10th Sept., General—Weller & Co.  
 KWEILIN, British steamer, 1,088, Vardin, 22nd Sept.—Vahin 17th September, Rice—Butterfield & Swire.  
 LAMCHANG, British steamer, 1,664 J. Thomas, 22nd Sept.—Proboling 12th Sept., Sugar—Jardine, Matheson & Co.  
 MONKUT, British steamer, 850, Geo. Anderson, 24th Sept.—Baigok 15th Sept. and Koh-sichang 16th, Rice and Wood—Yuen Pui Hong.  
 PARTHA, British steamer, 2,335, Jno. Panton, R.N.R., 17th Sept.—Yokohama 20th Sept., Yokohama 14th Sept., and Shanghai 9th Sept.—Dodwell, Cayill & Co.  
 PHIL NAGO, British steamer, 1,021, W. H. Watson, 17th Sept.—Salgon 16th Sept., General—Yuen Pui Hong.  
 PICCOLA, German steamer, 875, Haas, 20th Sept.—Nagasaki 15th Sept., Coal—Malchers & Co.  
 PILOT FISH, British steamer, 161, A. Stapan, 17th Sept.—Whampoa 17th Sept., General—Hongkong and Whampoa Dock Co.  
 RUYKLAND, British steamer, 1,311, J. Momey, 18th Sept.—Nagasaki 16th Sept., Coal—Mitsui Bussan Kaisha.  
 SWAG, German steamer, 631, C. Bing, 23rd Sept.—Canton 24th Sept., General—Malchers & Co.  
 WINGHANG, British steamer, 1,517, A. de St. Croix, 23rd Sept.—Calcutta 15th Sept., Penang 15th, and Singapore 17th, General—Jardine, Matheson & Co.  
 YUENHANG, British steamer, 1,105, J. Slesar, 26th Sept.—Canton 26th September, General—Jardine, Matheson & Co.  
 ZAFFRO, British steamer, 675, A. W. R. Cobban, 26th Sept.—Manila 23rd Sept., General—Shewan & Co.

**SAILING YACHTS.**  
 A. H. SMITH, American ship, 1,452, Chas. S. Kendall, 18th Sept.—New York 21st May, Keosauqua 21st, Hewart & Co.  
 CARL, French ship, 1,000, J. H. F. Fritsch, 18th July—Canton 16th, Coal—Malchers & Co.  
 DOROTHY, German bark, 310, Angus Croal, 16th Sept.—Bangkok 3rd Sept., General—Chinese.  
 ELZA, German ship, 1,375, Th. Pflieger, 15th August—Cardiff 15th March, Coal—Stemmen & Co.  
 ENJOUGH, Chinese bark, 457, Ophim Kiamina, 18th Sept.—Stamper 18th Sept.—Chinese Customs.  
 HARVARD, American bark, 685, L. A. Calced, 27th August—Shanghai 21st August, Ballast—Order.  
 IOLA, British ship, 206, Shaw, 31st August—Cardiff, W.A., 1st August, Sandalwood—Order.

## HONGKONG—SAILING VESSELS.

Continued.

JESSONDA, German bark, 883, Aug. Oesselmann, 29th July—Newcastle, N.S.W., 24th May, Coal—Geo. R. Stevens & Co.  
 KITTY, British bark, 803, Wilson, 21st July—Singapore 7th July, Timber—D. Munro.  
 MARIA, Spanish schooner, 51, Francisco Olague, 9th July—Manila, 18th June, Ballast—Master.  
 MARIE BERO, German bark, 536, H. Hindrichs, 26th August—Whampoa 25th, August General—Weller & Co.  
 NAN-SHUN-SHING, Chinese 3-m. schooner, 245, Loo Light Tong, 25th Sept.—Touren 8th Sept., Wood—Yong Kee.  
 N. FENDLERON, American ship, 1,385, J. N. Fendleron, 23rd August—New York 19th April, Keosauqua 21st, Hewart & Co.  
 ORIENT, German bark, 461, H. R. Gouhard, 21st Sept.—Honolulu 11th August, Ballast—Weller & Co.  
 TARAPACA, British bark, 495, H. Kennett, 15th Sept.—Hongay 1st Sept., Coal—Gibb, Livingston & Co.  
 WM. LE LACHUR, British bark, 573, W. Reynell, 26th September—Lagunamanc (Philippines) 3rd Sept., Timber—Gibb, Livingston & Co.

## HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-vessel, 1,700 tons, 3,160 h.p., 4 guns, Commander Chas. H. Adair, Swatow.  
 Caroline, corvette, 1,400 tons, 1,440 horse-power, 14 guns, Captain Clutterbuck, Hankow.  
 Egeria, surveying ship, 740, Commander A. M. Field, Singapore.  
 Kak, gunboat, 3rd-class, Coast Defence, 363 tons, 340 h.p., 3 guns, in reserve.  
 Firebrand, gunboat, 2nd-class, 455 tons, 460 horse-power, 4 guns, Lieut. Commander J. Denison, Funchow.  
 Hyacinth, cruiser, 3rd-class, 1,420 tons, 1,100 h.p., 8 guns, Captain R. W. Craigie, on a cruise.  
 Imperieuse, cruiser, 1st-class, 8,400 tons, 10,000 horse-power, 10 guns, Captain Edward S. Poe, Nagasaki.  
 Leander, cruiser, 2nd-class, 4,300 tons, 5,500 h.p., 10 guns, Captain Burgess Watson, Singapore.  
 Linnet, gun-vessel, 2nd-class, 776 tons, 1,050 h.p., 5 guns, Commander V. A. Tisdall, Nagasaki.  
 Mercury, cruiser, 3,730 tons, 7,200 horse-power, 13 guns, Captain Chas. J. Balfour, Shanghai.  
 Peacock, gunboat, 1st-class, 750 tons, 1,200 horse-power, 6 guns, Lieut. Commander Ingram, Wuhu.  
 Pigmy, gunboat, 755 tons, 1,200 horse-power, 6 guns, Lieut. Comdr. Hewitt, Macao.  
 Plover, gunboat, 1st-class, 755 tons, 1,200 horse-power, 6 guns, Lieutenant E. G. Rason, Funchow.  
 Porpoise, steel torpedo cruiser, 1,770 tons, 3,500 horse-power, 6 guns, Commander Burt, Shanghai.  
 Rattler, gunboat, 1st-class, 715 tons, 1,200 h.p., 6 guns, Lieutenant-Commander J. G. Heugh, Singapore.  
 Redpole, gunboat, 1st-class, 805 tons, 1,200 horse-power, 6 guns, Lieut. Comdr. T. Wm. Freeman, Chinkiang.  
 Severn, cruiser, 4,050 tons, 6,000 horse-power, 12 guns, Captain Wm. H. Hall, Shanghai.  
 Solent, torpedo mining launch, 150, on a cruise.  
 Swift, gunboat, 2nd-class, 776 tons, 1,050 h.p., 5 guns, Commander Robt. D. B. Bruce, Hankow.  
 Tweed, gunboat, 3rd-class, 363 tons, 340 h.p., 3 guns, in reserve.  
 Victor, Emanuel, receiving ship, 5,157 tons, 14 guns, Commodore E. J. Church, Hongkong.  
 Wivern, Coast Defence ship (armoured), 2,750 tons, 1,450 h.p., 4 guns, in reserve.

## FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Admiral Nakhimoff, Russian armoured cruiser, 8,000 tons, 8,000 horse-power, 22 guns, Captain Fedotoff, Singapore.  
 Alceste, Russian gunboat, 800, Captain Paronago, Nagasaki.  
 Alexandrine, German cruiser, 3,200, Captain Schmidt, Yokohama.  
 Alliance, American gunboat, 615, Captain H. G. Taylor, Yokohama.  
 Aragon, Spanish cruiser, 1,908, Captain A. Soler, on a cruise.  
 Aspic, French gunboat, 470 tons, 450 horse-power, 4 guns, Commander Journet, Kuching.  
 Chasseur, French despatch-vessel, Captain Bagard, Saigon.  
 Dia, Portuguese gunboat, 706, Captain H. M. Gomes, Macao.  
 Erida, German gunboat, 489, Captain Ascher, Port Arthur.  
 Inconstant, French gunboat, 800, Captain de Jonquieres, Hankow.  
 Komoro, Japanese cruiser, 2,240, Captain Hidaka, Yokohama.  
 Koryvets, Russian gunboat, 1,200, Captain Filisoff, Vladivostok.  
 Lepid, German cruiser, 3,800, Captain Rötger, Yokohama.  
 Lutina, French gunboat, 485 tons, 425 horse-power, 4 guns, Captain Nény, Touren.  
 Mandjoul, Russian gun-vessel, 1,100 tons, 1,200 horse-power, 9 guns, Captain Kait, Hankow.  
 Marlin, American corvette, 1,900 tons, 1,170 horse-power, 9 guns, Commander Dye, Kolo.  
 Monocacy, American sloop, 1,370 tons, 1,470 horse-power, 6 guns, Lieut. Commander M. L. Johnson, Nagasaki.  
 Omaha, American corvette, 3,400 tons, 1,150 horse-power, 12 guns, Captain Cromwell, Yokohama.  
 Palos, American gunboat, 420 tons, 500 horse-power, 6 guns, Lieut. Commander Craig, Funchow.  
 Pluvier, French gunboat, 540 tons, 420 horse-power, Lieut. Commander Lapold, Haliphong.  
 Reina Cristina, Spanish cruiser, 3,000, Captain Ingilias, Manila.  
 Rio Lima, Portuguese gunboat, 540, Captain J. R. Santa Barbara, Hongkong.  
 Sivoutch, Russian cruiser, 900 tons, 1,000 horse-power, 1 gun, Commander Plakits, Amoy.  
 Sophie, German cruiser, 2,100, Captain Herbing, Yokohama.  
 Swaritz, American corvette, Commander John McGowan, Kobe.  
 Tejo, Portuguese gunboat, 500 tons, 100 horse-power, 3 guns, Lieut. Commander C. R. Caminha, Macao.  
 Triumphante, French cruiser, 4,500, Captain de Comulier, Vladivostok.  
 Villars, French cruiser, Captain Thomas, Vladivostok.  
 Vipere, French gunboat, 484 tons, 425 horse-power, 4 guns, Commander Constalla, on a cruise.  
 Voltour, Italian gunboat, 345, Captain Royce, Shanghai.  
 Vladimir Monakhoff, Russian armoured, 8,000, Captain Donabass, Vladivostok.  
 Wolf, German gunboat, 340 horse-power, Captain Hellhoff, Taiwan.

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 Hongkong, 15th September, 1891. [1191]

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Hongkong, 20th July, 1891. [1192]

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 The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Domes on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 6" dia. 10ft. 2" dia. by 4ft. high. Tubes, 1 1/2" dia. in number by 3" dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over 20 years.

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